

BASIS: Minimum 3 hrs turn-around all d/c
 : retrieval crews in position min 10 hrs before U.2 area
 : launch crews dep. min. 10 hrs after U.2.

	<u>U.2</u>	<u>C118</u>	<u>C124</u>
Dep. Edwards.	D + 20 hrs. (6)	D	D + 5 hrs. (11)
Arr. Plattsburg	* <u>D + 26</u>	D + 9	* <u>D + 16</u>
Dep. Plattsburg	# <u>D + 29</u> (8)	D + 12 (12)	# <u>D + 39</u> (4)
Arr. [REDACTED]	—	—	D + 43
Dep. [REDACTED]	—	—	D + 46 (11)
Arr. [REDACTED]	* <u>D + 37</u>	* <u>D + 24</u> DROP CREW	D + 57
Dep. [REDACTED]	<u>D + 40</u> (5)	D + 27 (8)	<u>D + 60</u> PICK UP CREW (9)
Arr. [REDACTED]	* <u>D + 45</u>	* <u>D + 35</u>	D + 69

	Dist	U.2.C.	C118	C124 / 130b
Edwards-Plattsburg	2160	6.00	9.00	25X1C 11.00 730

25X1C Plattsburg	685	—	3.00	3.30 —
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25X1C Plattsburg	2870	7.40	12.15	— 10.00
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	2290	—	9.35	11.00 —
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	1715	4.50	7.30	9.00.6.00
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C118	TAS	236	man.	3000
C124	"	190	"	2500
C130	"	270	"	2000
C130B	"	290	"	3000


Dep. Edwards. U-2 C130B C130B
D + 16 D D + 4 1/2

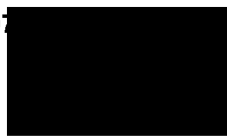
An Plabburg D + 22 D + 7 1/2 D + 12

25X1C Dep Plabburg D + 25 D + 10 1/2 D + 35

An  D + 32 1/2 D + 20 1/2 ^{DROP} D + 45
CREW.

Dep  D + 35 1/2 D + 23 1/2 D + 48 ^{PICK-UP}
CREW

An  D + 40 1/2 D + 30 1/2 D + 54



Dep. Edwards $\frac{U-2}{D+23 \text{ hrs.}}$ $\frac{C/18}{D}$ $\frac{C/24}{D+6\frac{1}{2} \text{ hrs.}}$

Arr. Honolulu $\frac{D+29}{D+10\frac{1}{2}}$ $\frac{D+19}{D+19}$

Dep. Honolulu $\frac{D+32}{D+13\frac{1}{2}}$ $\frac{D+42}{D+42}$

Arr. Ruzalein $\frac{D+38}{D+23\frac{1}{2} \text{ DROP CREW}}$ $D+53\frac{1}{2}$

Dep. Ruzalein $\frac{D+41}{D+26\frac{1}{2}}$ $\frac{D+56\frac{1}{2} \text{ PICK-UP CREW}}$

Arr.  — $D+65\frac{1}{2}$

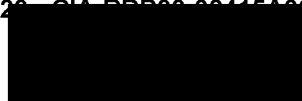
Dep.  — $D+68\frac{1}{2}$

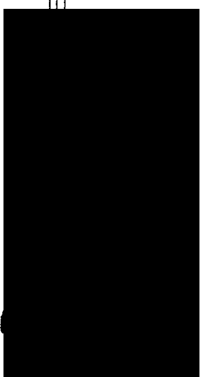
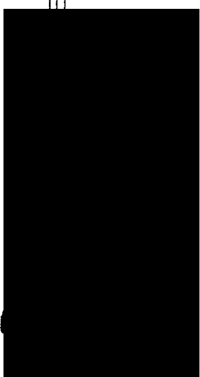
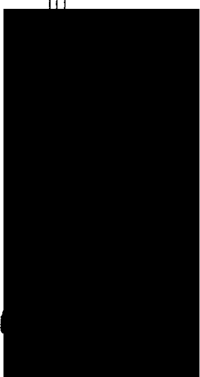
Arr.  $\frac{D+48}{R}$ $\frac{D+38}{R}$ $D+74$

Def Edwards	<u>U-2</u> <u>D+15</u>	<u>130 B</u> <u>D</u>	<u>130 B</u> <u>D+3 1/2</u>
Am Honolulu	<u>D+21</u>	<u>D+7 1/2</u>	<u>D+11</u>
Def Honolulu	<u>D+24</u>	<u>D+10 1/2</u>	<u>D+34</u>
Am Kuzajew	<u>D+30</u>	<u>D+18</u> ^{DROP} CREW	<u>D+41 1/2</u>
25X1C Def Kuzajew	<u>D+33</u>	<u>D+21</u>	<u>D+44 1/2</u> ^{PICK-UP} CREW
Am [REDACTED]	<u>D+40</u> ✓	<u>D+30</u>	<u>D+53 1/2</u>

25X1C
25X1C

	<u>Leit</u>	<u>U.22</u>	<u>C118</u>	<u>C124</u>	<u>C130B</u>
Edwards-Honolulu	2265	6.10	10.20	12.15	7.30
Honolulu-Kuajalein	2150	6.00	9.50	11.20	7.15
Kuajalein	1680	—	—	8.50	
	2580	7.05	11.15	13.00	9.00
	995	—	—	5.15	



	<u>0.2</u>	<u>C118</u>	<u>C124</u>
Dep. Edwards	D+30	D	D+14
Arr. Honolulu	<u>D+36½</u>	D+10½	<u>D+26½</u>
Dep. Honolulu	<u>D+39½</u>	D+13½	<u>D+49½</u>
Arr. Wake	—	D+22½	D+60
Dep. Wake	—	D+25½	D+63
Arr. Guam.	<u>D+48½</u>	<u>D+31</u> ^{DROP} CREW	D+70
Dep. Guam.	<u>D+51½</u>	D+34	<u>D+73</u> ^{PICK-UP} CREW.
Arr. 	—	D+40	D+80½
Dep. 	—	D+43	D+83½
Arr. 	<u>D+59</u>	<u>D+49</u>	D+90

25X1C

	<u>U. 2</u>	<u>C 130s</u>	<u>C 130s</u>
Dep Edwards	<u>D+18½</u>	<u>D</u>	<u>D+7</u>
Arr Honolulu	<u>D+24½</u>	<u>D+7½</u>	<u>D+14½</u>
Dep Honolulu	<u>D+27½</u>	<u>D+10½</u>	<u>D+37½</u>
Arr Wake	—	<u>D+17½</u>	<u>D+44½</u>
Dep Wake	—	<u>D+20½</u>	<u>D+47½</u>
Arr Guam	<u>D+36½</u>	<u>D+25</u>	<u>D+52</u>
Dep Guam	<u>D+39½</u>	<u>D+28</u>	<u>D+55</u>
Arr [REDACTED]	<u>D+47</u>	<u>D+37</u>	<u>D+64</u>

25X1C

PICK-UP CREW.

DROP CREW.

Herabily of loading

		<u>Debt</u>	<u>U.22</u>	<u>C118</u>	<u>C124</u>	<u>130</u>
Edwards - Honolulu		2265	6.10	10.20	12.15	7.30
Honolulu - Wake		2009	—	8.50	10.30	7.00
Honolulu - Guam		3319	9.00	—	—	—
Wake - Guam		1310	—	5.45	6.50	4.30
Guam - [REDACTED]		1425	—	6.15	7.30	—
Guam - [REDACTED]		2680	7.20	11.40	—	9.00
[REDACTED]		1335	—	5.50	7.00	7.00



Operation [REDACTED]

25X1A

Suggested method of Laying in "Staging"

1. 21 Days prior to [REDACTED] required date ^{25X1A} for Op
Msg should be sent to [REDACTED]
specifying date/duration & requesting their agreement.
Col. Geary should also be advised.
2. Once all agreed, Op Order should be written
& issued N.L.T. 12 Days in advance of stage
date. Only subsequent variation as regards
date which will be permitted will be due
WX.
3. Ops order should be re-written to ensure
no doubt in anyone's mind as to their
responsibility. Highest Controlling Authority
is HQ. Chalie. Any recommended delays
or variations may be suggested but HQ
Chalie has final decision. If HQ
does not permit [REDACTED] decision, ^{25X1A} Detachment
Cbr. has final decision on CONOCO as
regards WX. No other orders may ^{25X1A} be
changed by any authority except with [REDACTED]
approval e.g. Delay.
4. All messages between various HQs concerned
should be info'd to the others.
5. Briefings at [REDACTED] should be fully ^{25X1A} formal
at all times. Also prior to ^{25X1A} Operation

- Staff likely to be concerned (including Shift workers) so that at least all have a basic grounding of the Operation.

6. During Operation suggested control should be as follows: -

(a) IN/OUT BOARDS containing all Messages originated & sent to Individual [REDACTED] should be accurately maintained.

25X1A

(b) A special log book should be maintained for the Op. The Duty Controller should list all action during his period of duty & any action to be taken by his relief. All Messages received ¹⁵⁰⁰⁻¹⁸⁰⁰ during his time of duty should ^{also} be Referenced in his log.

(c) One Staff Officer should be overall responsible for the Operation [REDACTED] and any decisions made. He should be immediately available for contact by the Controller.

25X1A

25X1C

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